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EVALUATIO	N	25X1	PLAC	E OBTAINE	D	のからできませんが、 音楽ない (4.7 m - 25%) 最初可能というのであるのでは、	25X1	MATERIAL PROPERTY AND THE STREET SHEET STREET S
DATE OF C	L ONTENT	· 11 Octobe	r 1949, D	ecember	1949,	January	1950	a light been ser filler i ne in 'e east ougstesser europeen en oorste
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PAGES	3	ENCLOSUR	ES (NO. & TYP	E)	<u>l sket</u>	ch on di	tto	edinerroogiaeronia belanagis rakoodii.
REMARKS.		apparantia in sind to company haddy who do company as interes	ndungen deleksiv vil korsyllindelse kitalie dilagain da	economic production and control (7/81) and	et niktionistino risilino il risocultulo a	g v y Ballermakenki-skirre ta 11-terliket, Afflicesky desej normáli	lantus produsion del carres (species respectas) (fulles sent	de sudment alle 1800 i 1900 de l'estat de l'estat de l'estat de la regio e y telegra
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			elli ulk the colliment to an institut and could receive, and and	очерностить у фо тменную с 1-1-4-200 семесот за	THE PROPERTY OF STREET	PPTY/PRO-WYDY/PY/A/TATA ACTION FA-(1) TAMPA ACTIO	DESCRIPTION (ASSESSMENT OF A STAFF OF	Propriet Commercial Commercial Constitution (Constitution)
RETURN 1. There was no flying at the Altenburg (N 51/ between 12 and 20 pecember 1949bout 30 transports which were covered with tarpauli strictly guarded, were standing in front of passenger cor occupied by three of and trucks were 25X1 2. The field is to be fully occupied by the 30 hundred young officers arrived from the 30 pecember 1949. Most of the dependents of officers were allogedly transferred to the 3. Surveying groups surveyed the fields adjace on 13 pecember 1949. Airfield workers and aity stated that the landing field was to standing beyond the main road by about 86 construction management, headed by two Germarrivel.	it 30 twi	n-engine	DC~3					
	trans	norts which	h were com	vered wi	th tar	paulins.	moored	and
X1	passe	nger cor	2, 1102 0	occupied	by th	ree air	force of	ficers.
	and t	rucks				, 1/9,1 50	CH AU UL	
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	herm A w	od manne o	ifficers of	rrived f	rom tr	ie sovict	union i	.n carly =
		3040	most of t	the dene	and ents	of Sovi	et Air F	Or.ce
3.			a aummatea	a tha fi	a ahfa	ad facent	to the s	irfield
	on 13	3 December	1949. 11	rfield v ding fie	orker	s and sev	xpanded	northward
			who made	. 2000 A DI	r anom	E. 2583 ERESES.	Mres. at	TO ATTOM OF
	arri	vel.						
4.								
	- 4 -1	· · · · · · · · · · · · · · · · · · ·	ANGAG AN T	ne lle	IDULKE.	Larres 1 40	A) road
		just been c						on 22 De-
5.	cemb	er 19 4 9. T	ransports	erd by	everal	local f	lights	aring the
	afte:	rnoon.				cumpnt Ma	7/002	11
					No	Change in	Alukay A	U)
					Line	1.1.1.1.1	1 1 1	
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				1.	និស និង	100	6/26	

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 13 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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4	2		25X1
			20/(1
*			
6.	The state of the s	11:30 a.m., vore seen	25X1
7.	The field was still occupied by bout 35 coveransports from 11 to 15 January 1950. Ther flying since 1 January 1950.	ered and moored c had been no	
	(coording to derman field workers, the wirfi by the following personnel:	eld was occupied	The second secon
	Flying personnel 15¢ office dates	rs and officer candi-	
	Parachutists wearing the regular sir force uniform with-		!
	out special insignia: 50 officer dates	s and officer candi-	!
	ir technicians: 250 office	rs and EM	
	virfield administrative personnel, including drivers: 150 officer	rs and 1977	
	Total occupation: 500 to 600	men.	
	officer dependents and my were recently frequence of 51/K 06) and Goessnitz (N 51/K 36 allegedly to go by rail to the Covict Union. ficars' billets were said to be evacuated.	b) at night.	
ខ .	sides of the Altenburg-penic road, in line what been cut. Jix construction centonment be erected on the northern edge of the field, no grounds on both sides of the road. Beaus, he	ith the airfield, aildings were our the athletic aards and sameyed	
	timber were stored at this athletic field. A tor has been in use for grading near the run. The field north of the sirfield was staked or sion was obtained that the longth of the run led.	ay for two weeks. The impress	
₽.			25X1
·	The last paracluting practice was about 10 a. A transport flew over the field with throttle an altitude of from 700 to 800 meters. Durin of the field, eighteen parachutists jumped arrapid succession. The parachutes opened after seconds. The parachutists were in the air for As all parachutes opened at the same altitude were opened automatically by a parachute rip. The activities by the parachutists after landment could not be observed as the distance was	dedoun engine at g a left turn north on the plane in r about three r about four minutes. they presumably cord in the plane. ing and their arma-	•

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		25X
10.		25X
. 1	The first had delivered three concrete mixers of B-special type on 17 January 1950. Their performance was 15 cubic meters per hour and delivery was made to an altenburg state-owned construction firm which was to do construction work at the Altenburg airfield.	
X1	comment:	
X1	a the sirfield is under expansion. Information on the expansion work (see Annex) was received for the first time.	
	b. The number of transport planes at the Field has apparently act changed compared to observations hade in previous months.	
X1 '	is still carried as being in Altenburg.	25>
	c. The reported transfer of Loviet dependents and the arrival of officers is considered credible. Such exchanges have been observed in other places in the Boviet lone of Germany.	
	d. The correctness of the reported pursonnel occupation at the field cannot be rated for lack of commarable information.	
	e. Information on parachutists in Atonburg, allegedly a parachute school, was previously supplied but has not been confirmed	25) 25)
	1 Annex: Altenburg Airfield.	

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